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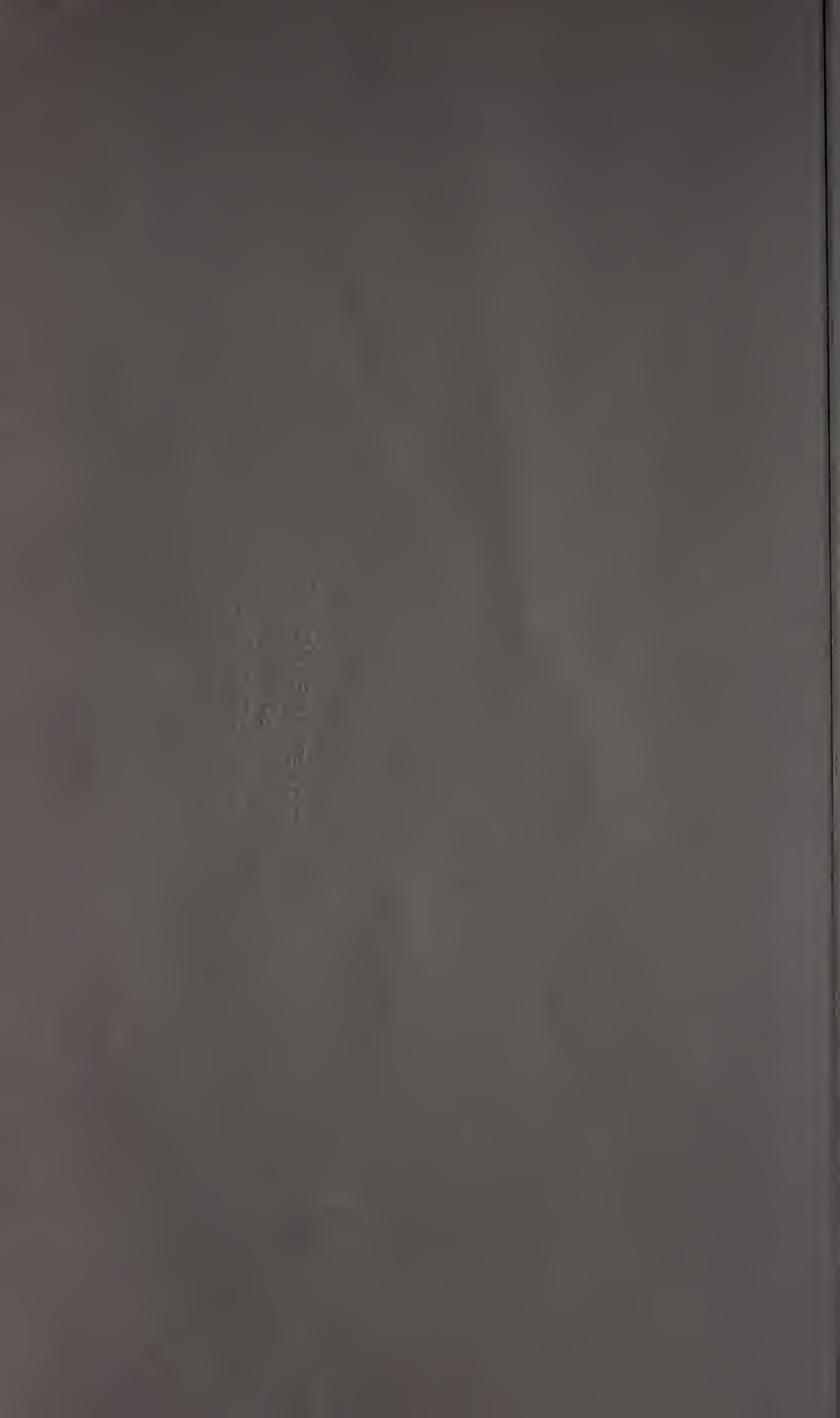
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AN ABBREVIATED HISTORY OF HOLDERNESS, NEW HAMPSHIRE, 1761-1961

The town of Holderness had its actual beginning when a charter was granted in 1751 but it was still a very much suspected area as far as safety went. All through here was known as the "Great Waste" because it was along the line of the Indian trail from St. Francis in Canada to the ocean at the mouth of the Androscoggin. The Indian raiders had carried many people, mostly women, away captive through this area and until the Treaty of Peace, negotiated in Paris in 1753, people were very uncertain of coming up to settle here. In 1751 a charter had been granted and a township laid out by Samuel Lane, surveyor. On October 15 in that year, His Excellency Benning Wentworth laid before the Council "a petition of Thomas Shepard and others, praying for a grant of His Majesty's land of the contents of six miles square on Pemidgwasset River on the east side thereof as surveyed and planned by Samuel Lane, surveyor," to which Council did advise and consent. This petition was signed by sixty-four persons to whom the grant was made. In it the name of what we call the Squam river is there called Cohoss river, that is, "the river of the woods." In the early days the junction of Ames Brook and Squam River, near the southwest corner of the town, was known as "the old Cohoss." It was the boys' regular swimming hole.

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The lake was known as "Cusumpy" as late as 1784. The earliest map showing the Holderness region is dated 1756. By 1781 it was "Kusumpe" but in 1784 the "Surveyor General of Lands for the Northern District of North America," called it "Squam or Kusumpe." In 1813, when President Dwight of Yale came this way on one of his tours he felt Squam was too barbaric a name and announced "we shall take the liberty to call it (Squam) by the name of 'Sullivan' from Major General Sullivan formerly president of the state." Somehow the name did not stick. The Indians probably called it both names. Squam meaning simply water, while Cusumpy appears to come from "Coos" woods and "Nipe" stream or pond. In October, 1752, Samuel Lane laid out a plan of lots in the Intervale

beside the river. Each proprietor drew for three lots and in the midst of this section a square of land containing four acres was reserved for a church and has ever since been called Church Hill. The other names have existed only on the map. The map itself represents an intention only, as the charter lapsed, probably for fear of the savages.

The decisive defeat of the French in Quebec in 1759 made the land safe for occupation. In 1761 Governor Benning Wentworth issued grants for eighteen townships. It was under one of these grants that Holderness was finally settled. The charter as it appears today is a much worn document, patched with strips of paper. It is printed in the conventional form with the blank spaces filled in by hand with ink. The name of George III stands at the top. It incorporates into a township a piece of land six miles square "beginning at a red oak at the foot of the great Falls of the Pemidgwasset River (now Livermore Falls), thence running east six miles, then turning off at right angles and running south six miles, then turning off again and running westerly six miles to a white pine tree marked, standing on the bank of the river aforesaid, then running up said river northerly as that runs to the Bound first above mentioned as Bound begun at." As soon as there are fifty families actually settled they may have two fairs, on dates left blank in the charter. Also, a market may be kept open one or two days of each week. Lieutenant Thomas Shepard is to call the first Town Meeting and act as moderator. Five conditions accompany these privileges: first, that every grantee shall cultivate five acres out of every fifty, within two years; second, that all white and other pine trees, suitable for making masts for the Royal Navy, be reserved for that purpose; third, that a tract of the township be marked out for town lots, each of one acre; fourth, that for four years, the tax on the township shall be one ear of Indian corn, to be paid on Christmas Day; and fifth, that after that time, every proprietor, settler or inhabitant shall pay annually on Christmas Day one shilling Proclamation Money for every hundred acres which he owns, settles or possesses.

The charter was signed by Governor Wentworth and by Theodore Atkinson, secretary of the colony, on the 24th of October, 1761.

The following names of grantees are taken from the list on the back of the charter:

| | |
|-------------------------|------------------------|
| Major John Wentworth | Samuel Wentworth, Esq. |
| Thomas Harvey | of Boston |
| Robert Harvey | Samuel Sheppard 3d |
| Joseph Sheppard | Edward Hall Bergin |
| Joseph Baker | William Curry |
| Nicholas Gookin | William Kennedy |
| John Muckleroy | Thomas Willie |
| William Simpson, senr | John Sheppard, senr |
| David Simpson | Thomas Sheppard |
| William Simpson, junr | Samuel Sheppard, senr |
| Joseph Simpson | Charles Bamford |
| Samuel Wentworth, Esq. | Joseph Ellison |
| Murry Hambleton | Richard Ellison |
| Theodore Atkinson, Esq. | William Ellison |
| Richd Wibird, Esq. | Robert Bamford |
| John Downing, Esq. | William Smith |
| Mrs. Sarah Mitchell | William Campbell |
| (John Kavenah &) | William Garrow |
| (John Innis) | Henry Wallis |
| Henry Lane | Revd Arthur Brown |
| William Kelley | Henry Hill |
| Thomas Vokes | John Sheppard, junr |
| James Kielley | William Williams |
| Wm. Cox | Samuel Lamb |
| Charles Cox | Charles Cox, junr |
| John Cox | Derry Pitman |
| Edward Cox | Samuel Livermore |
| Joseph Cox | Charles Bamford, junr |
| William Cox | Mk Hg Wentworth, Esq. |
| John Birgin | Richard Salter, and |
| Hercules Mooney | Joseph Bartlett |
| | of Newton |

The seven shares which completed the number stated on the face of the charter, consisted of one for the Society for Propagating the Gospel in Foreign Parts, one for the School, one for the First Settled Minister in communion with the Church of England, one for a glebe for the Church of England as by Law Es-

tablished, and three for his Excellency the Governor. This provision of land for the governor appears in most of the charters of this period. In Holderness it amounted to eight hundred acres.

The charter gave the township thus erected the name of New Holderness. This name of Holderness is well known in England where it belongs to a considerable peninsula of Yorkshire which juts out into the North Sea north of the Humber. Beverly, with its famous Minister, is on the western border. The first syllable, like that in the name of Holland, means hollow or low lying, "ness" means peninsula, "der" perhaps survives from the ancient name of the District before King Alfred — Deira. It seems somewhat comic to call this very up and down area after a piece of flat seacoast. The English Domesday Book compiled for William, the Conqueror, about the year 1070, contains a list of the landholders of this old Holderness. When Little John, Robinhood's companion, "took service with the Sheriff of Nottingham, and the sheriff asked him where he belonged, he said that his name was Greenleaf and that he lived in Holderness.

"In Holdernesse sir, I was borne
I-wys all of my dame;
Men cal me Reynolde Grenelef
Whan I am at home."

To this day there are Greenleafs living in our town of Holderness of whom John Greenleaf Whittier was a connection.

The town was called New Holderness because the charter of 1761 was a renewal of the charter of 1751. The name Holderness was given to the town in compliment to Robert D'Arcy, Earl of Holderness, who was Secretary of State at the time of the granting of the charter. He was the fourth and last Earl. He was reputed to be both formal and dull, but very good natured and also a man of common sense. He wrote to the Governors of the Colonies in 1754 advising them to form a Union for mutual protection and defense against the combined French and Indians. A meeting was held at Albany and Theodore Atkinson, who signed the Holderness Charter, represented New Holderness. Ben-

jamin Franklin came from Philadelphia. This was the forerunner of the final union of the colonies and it probably was useful in starting the idea of union, though the delegates did not agree and nothing came of it. Robert D'Arcy's sons died before him and the title thus became extinct. (We tried to find out if there might be any descendants in the female line and the committee wrote to the College of Arms in London, but they had no records to indicate anything up to date.)

In the end of October 1761, the proprietors met at Durham at an Inn and drew lots for the parcels of land which had been set out on the first map. They were afterwards called lots, because they had been drawn by lot. The first recorded settler was William Piper, whose wife Susanna Shepard, received the lot of her father John Shepard, as her dowry. In 1765, they drew for places in the first division of hundred acre lots between Little Squam and the River. Finally, in 1774, they drew for hundred acre lots of the second division, around Big Squam, north and south. There were men of distinction who drew for some of these lots, Mark Wentworth, the Governor's brother; John Downing, member of the Council; Richard Wibird, judge of probate, whose father was King's Poulterer; the Reverend Arthur Browne, rector of the Portsmouth parish; and Samuel Livermore, his son-in-law, judge advocate of the admiralty court. Few of these had any intention of becoming citizens of Holderness. Some of the land thus granted was forfeited by failure to clear it according to the requirements of the charter, and some was sold for taxes. The Governor's three shares came presently into the possession of Samuel Livermore, as Benning Wentworth had been deprived of his office for reasons among which his quiet appropriation of lands in new townships had a conspicuous place. He had left his estate to his widow, Martha Hilton (whose marriage is described in the *Tales of a Wayside Inn*). This so displeased his nephew and successor, John Wentworth, and others, that the titles to all "the Governor's farms," as they were called, were declared to be "null and void," and John Wentworth regranted them in the King's name. The

Governor's farm, so-called, came in this way into Samuel Livermore's hands on payment of 50-pounds for the 800 acres.

Of the original grantees there were several family groups, Ellisons, Bamfords, four Simpsons, six Shepards, seven Coxes. There are still descendants of the last two names in the neighborhood, witness the areas known as Coxboro and Shepard's Hill, where they lived until recent days.

Samuel Livermore established himself in the western part of the town, living first in a medium sized house across the road from the present Captain Russell Cox house. The Livermore house was outgrown, and he built a much larger one on the land overlooking the Pemigewasset-Intervale on the site of the present Holderness School for Boys. He became the great man of the town. He was his Majesty's Judge, but he took no sides during the Revolution. He retired to his Holderness farm and attended to such local matters as required legal judgement. He must have been a very level-headed man because he retained the complete respect of his neighbors to such an extent that he was one of the men to attend the conventions in Philadelphia, and he was a representative from 1789 to 1793, and from 1793 to 1801 a senator in the national congress. He made the 18-day journey from Holderness to Philadelphia in his own carriage, and was the man who encouraged the State of New Hampshire to its decision to be the ninth state to sign the Constitution and so create the United States of America. He was charitable and kindly, as well as learned and wise, and the tale is told of him that when at the end of a good harvest a neighbor's barn was struck by lightning and destroyed, with everything in it, as the saddened owner stood among the ashes, up rode Squire Livermore on horseback, gave him a cheerful word, called out all the neighbors, Pipers, Coxes, Thompsons, Sheppards, sent them to the woods for timbers, drove to the mill for boards, got the barn raised, and closed in, and then stocked it with grain and hay from his own lofts. He died in 1803, leaving two sons who lived in the area for many years, but there are no Livermores here now.

Samuel Sheppard was elected Clerk of the proprietors, and when town meeting began he was elected Town Clerk, an office he held for forty-one years. He kept an Inn on the west side of Owl Brook and from 1785 on, Town Meeting was held there. It is still standing. He was a person of independent mind, which he showed by a hearty disapproval of the American Revolution, but he managed to remain as Town Clerk until his death in 1817. He was accurate, and had uncommonly legible writing. On Sundays he went to church in his wedding coat, light blue with buff facings, with long tails and large pockets, in which he carried a store of apples for the solace of small boys, presumably uneasy at church.

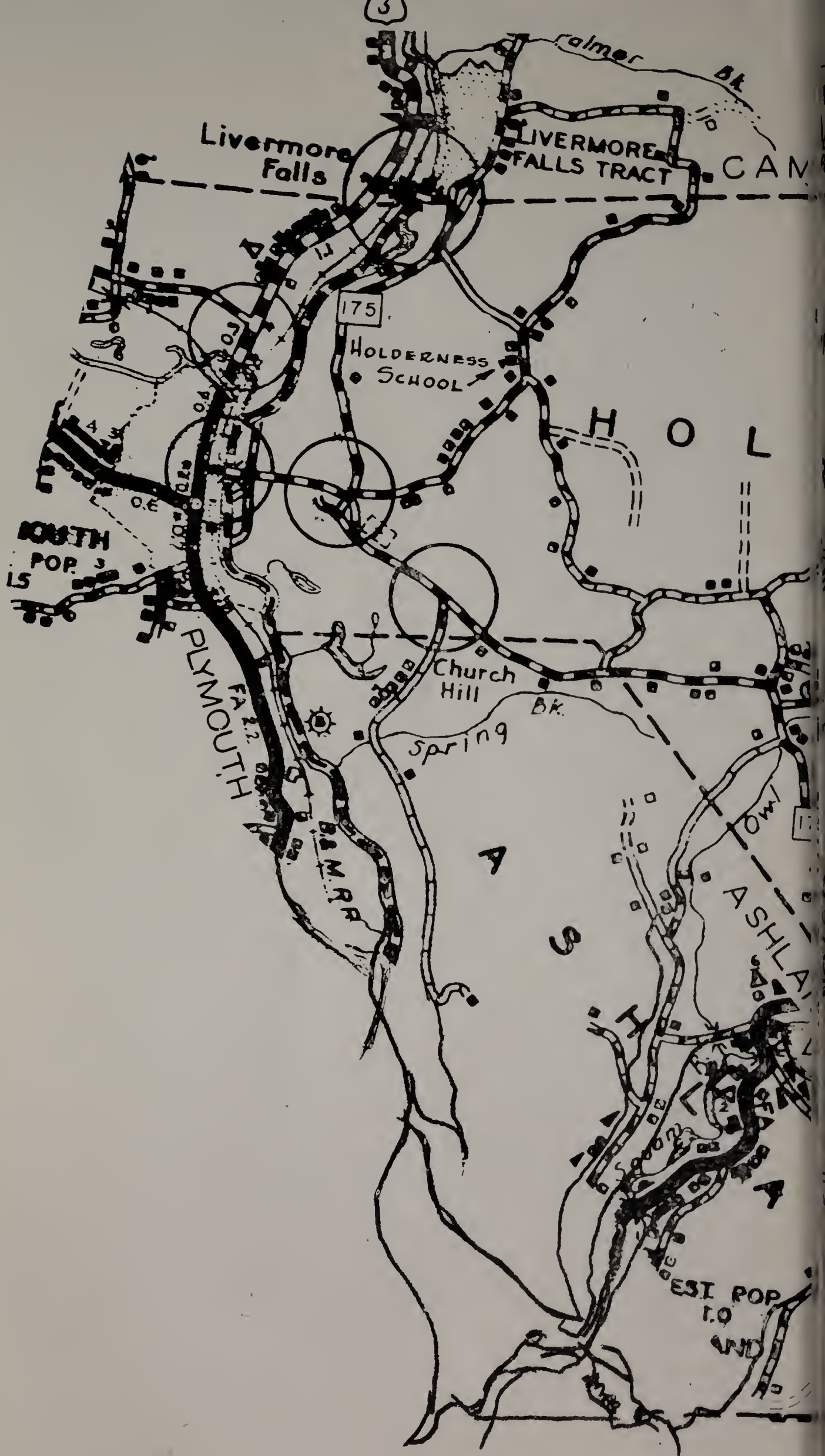
The charter of 1761 provided for the support of the minister of the Church of England, but for many years the Town Meeting felt itself too poor to do anything definite. They fixed upon a site where they agreed to establish a graveyard and decided on the size of the church. Finally, they voted that "each inhabitant shall pay his equal share in labour, boards, shingles, and clapboards, rum and other things that shall be needed." The amount of rum required for the work of raising a meeting house was stated as ten gallons. They finally decided, in 1797, to build the church which still stands near Holderness School, once called Lady Mary Livermore's Chapel, now Old Trinity. In 1803, a second church, (was this New Trinity?) which afterwards burned, was erected near Squam Bridge, in a corner of the present graveyard. Robert Fowle, who was the first minister, came originally as a tutor for Judge Livermore's children. He was encouraged to apply for ordination and was made priest by Bishop Seabury in 1791. Thereafter he was called Priest Fowle, that being the title given hereabout, even for ministers of Congregational churches. Priest Fowle was a bachelor, who was one day admonished by the Ferrywoman at Plymouth, "Mr. Fowle," she said, "you ought to take to yourself a wife." "Humph!" said he. "Yes, Lady Livermore has too much on her hands to take care of yourself and the two other gentlemen, and you ought to be off, living on your glebe, with a family of your own." "Humph!" said he. But

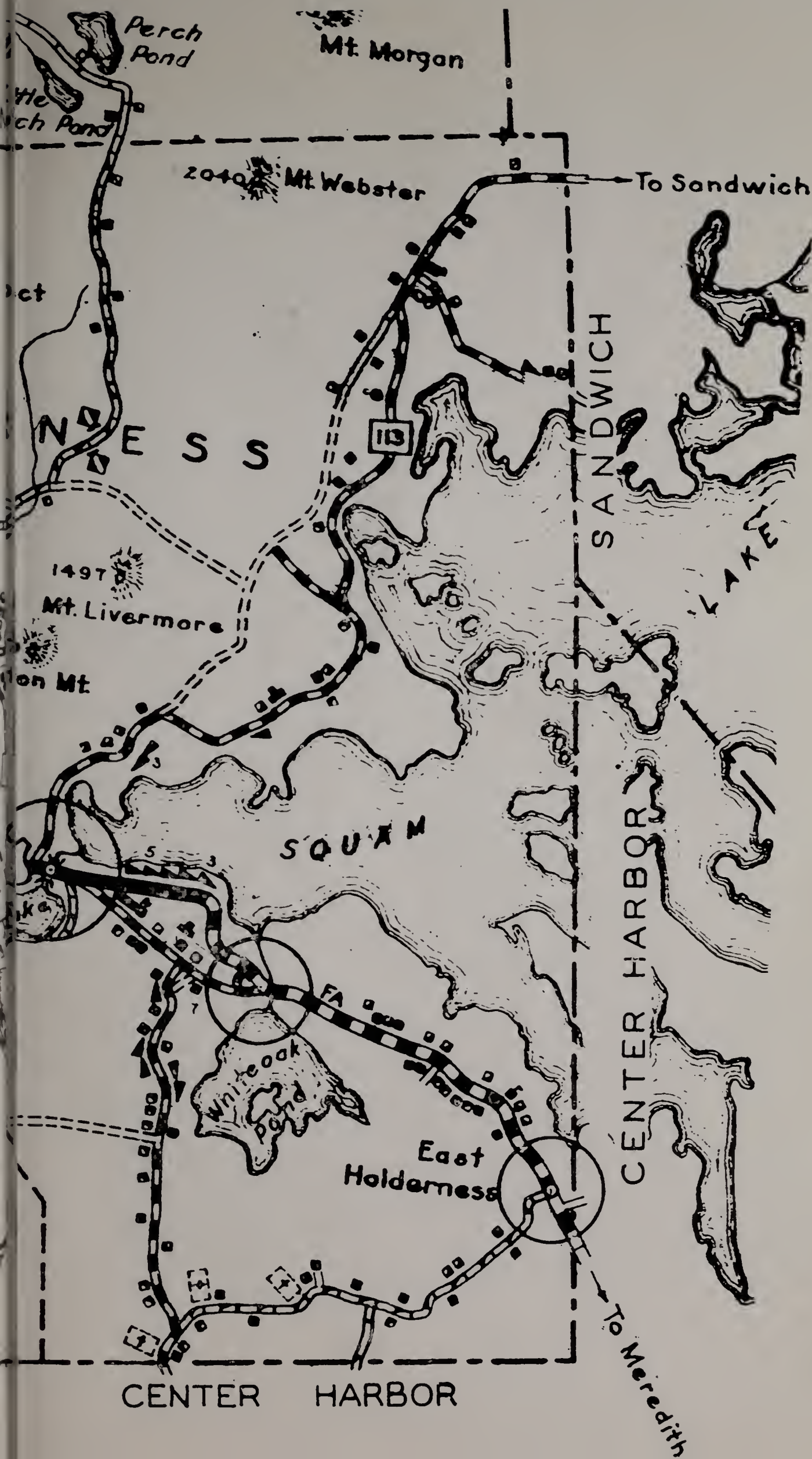
he presently took her advice. He lived to be eighty-one and his wife to be ninety. The glebe land is on Little Squam near the present town hall. Robert Fowle was the pastor of Holderness for fifty-eight years, preaching alternate Sundays in his two churches. He had a large dog, which had a habit of barking at anyone who came late. Mr. Fowle was discouraged about his church. In 1829, he said of it, "it is not flourishing, and I think it will not flourish." (After all, what else could be expected of a man whose only other recorded conversation consisted of "Humph!")

The Free Will Baptists arrived here about 1800 and became the leading church group in the neighborhood, though they never used Priest Fowle's little Church. They built a handsome brick church in what is now Ashland in 1835, a wooden building in North Holderness and another in East Holderness about 1840, and later a fourth at Holderness Bridge. All but the East Holderness one are still in use.

St. Peter's in the Mountains (Episcopal), one of the most beautiful small churches in the state, was built before 1890 on Shepard's Hill. It was supposed to be used the year round, but few people struggled up the hill in Winter; however, it was often full to overflowing in Summer with people from the big, showy Mt. Livermore Hotel, the Asquam House on the crest of Shepard's Hill, cottages and campers, both boys and girls. The hotels are gone, but the church remains, in happy use each Summer, often crowded to the doors.

The school master in the early days was Hercules Mooney, evidently a valiant and able person, for he fought in the French and Indian war and he helped lay out "a good convenient place for a road to be cleared from Canterbury to New Holderness." After that, he returned to his school teaching until some time in 1776 when he enlisted in the military service with the rank of Lieutenant Colonel. After the war he again became a teacher. He removed permanently to Holderness in 1785 and died in 1800. The house he built is still standing, with sundry later additions. It is at the head of the road running down Mooney's Point.





We have one local name (in what was once part of Holderness, and is now Ashland, which was set off from Holderness in 1868 as a separate town) which is both commemorative, unusual and heart-warming — that name is Christian Hill; Highland Street in Ashland runs up it. The year 1816 was known as the “starve to death” year because of the terrible cold. There was killing frost and snow every month that year. One farmer on the southern facing slopes of Christian Hill raised a crop of wheat, a little over forty bushels. His neighbors were starving because nothing of theirs had grown. There was no grazing, so no milk. He gave out sparsely to meet absolute need. The grain was ground whole, and so eaten, without sifting. He scrimped and saved to have enough seed to give to all his neighbors when the next Spring came. His name was Reuben Whitten and when he died in 1847, his neighbors had his good neighborliness engraved on his tombstone. His house is still in use.

From about 1850 on, Holderness was a very quiet country district. Men went to the Civil War and some came back. The great world began little by little to take some note of the Holderness area. In the 1870's Professor Charles Norton of Yale University brought up groups of students to observe the interesting geological evidence of glaciation and the typical river-cut banks in Holderness along the Pemigewasset River and throughout the lake and mountain areas, and his students spread abroad word of the beauty of the region. The first Harvard and Yale boat race was rowed at Center Harbor in 1852 (a travesty of this occasion was rowed on Squam Lake in 1902).

In 1879, the Holderness School for Boys was started. It was originally housed in Judge Livermore's large house, which came to a sad end through fire. It was rebuilt and continued. There have been six headmasters: The Reverend Frederick M. Gray was the first Rector; then came the Reverend Frank C. Coolbaugh; then came the Reverend Lorin Webster, Rector for thirty years, followed by the Reverend Robert Eliot Marshall, who was succeeded by the Reverend Edric Amory Weld, who resigned after twenty years; to be followed by Mr. Donald C. Hagerman, the present headmaster, a layman.

In 1881, the first boys' camp that anybody ever thought up was built by three college boys from Plymouth, on what was then known as Burnt Island. They put up a building and were considerably upset to have an equally upset farmer arrive, asking to know what they thought they were doing. They had supposed no one owned the island. He was consoled when they bought it for the large sum of \$40.00! The camp they built there became a model for all young people's camps that followed, country wide. Mr. Ernest Balch, who started it, carried on for ten years, and religious services, in the outdoor chapel built by the boys, have been continued with one brief interruption from 1881 until now. The church belongs to itself, but is nominally under the jurisdiction of the Bishop of New Hampshire. There are ten services there every Summer and the church is served by various pastors who have Summer homes around the Lake.

Our town has become a Mecca for tourists and Summer people in general; some of whom own homes, some of whom go to Summer camps such as Deephaven and Rockywold, which are much simplified forms of living, yet not as primitive as actual camping out. This type of establishment was started by Miss Alice Bacon, and carried out and developed further by her friend and occasional colleague, Mrs. Samuel Armstrong, whose husband started Hampton Institute for Freed Slaves. Camps of that kind have increased all over the country, but their origin was here.

The lakes and connecting river have had an increasing influence on the town. The drop from the lake-level to the Pemigewasset is so great and so steep (over 107 feet) that naturally, a grist mill, saw-mill and the later mills were installed there, the only other mill being the now ruined saw mill and grist mill on White Oak Brook, across from where the square-timbered block-house-fort once stood. There are still six or seven dams in Ashland, and that section of the town struggled to free itself from the burden of the supposedly useless area of Holderness, which was almost one-fourth water, with a quantity of rock-ridged hills to add to its uselessness. Ashland wished to be quit of the burden of poor citizens on very poor

farms. In 1868 the division took place. Ashland thrived; Holderness struggled along. In Summer the waterways helped to market the produce of the Winter's lumbering on the islands and roadless mainland shores, and after the first hard freeze, there were ice-roads, far more level and smooth than the town ones. At least three entrances to ice-roads are still in use. From sometime in the Eighties for about forty years the lake was served by a group of steamers which were formed into the Asquam Transportation Company, whose home docks were in the Ashland River near the sawmill dam. The two oldest, the Ashland and the Kusumpe, were freighters, much employed in towing the narrow lografts, many hundred feet long, collected from the Winter timber cutting, to the river mill. The Chocorua and the Halcyon carried mail, passengers and express. The Nellie J., run by Smith Piper, was a floating grocery and market, which a hungry fisherman in a rowboat might hail to buy a snack as she went from camp to camp. There were various other boats to let from a "boat livery" and others, as well as a number privately owned, the earlier ones as cranky as any prima donna. The Ashland leaked and finally sank. The Chocorua and the Halcyon were lost when the transportation dock and shed caught fire, but the Kusumpe, aged nearly eighty, is said to be cherished, painted and polished by a devotee at Lakeport. The Oriole mail and passenger boat also remains, well over fifty years old.

Holderness has had and is now continuing a unique activity, in the form of a complete survey of the lake, literally from top to bottom and round about. There have long been charts, but the State Fish and Game Department, in conjunction with the Squam Lake Association, did a biological survey for five years, including taking bottom samples, studying fish population, diseases and so on, and now a complete system of soundings through the ice is being carried out. When finished, our lake will be the most completely documented body of water in the world.

We have had our share of floods, which have necessitated hasty flight by boat from the western intervals, and sometimes heavy losses of goods, but

somehow the town has always recovered again and calmly returned to the low lying houses in the bottom-lands.

Holderness can also lay claim to a hand in the upbringing of a number of interesting and important people: Dr. Jerome Webster, who graduated from Johns Hopkins, grew up at Holderness School, and went to China as a Medical Missionary, from whence he returned years later to become Head Plastic Surgeon with the big Columbia-Presbyterian Medical Center in New York, from which he has recently retired. Bradford Washburn, of international mountaineering fame, spent his boyhood Summers at Rockywold and learned his climbing on the Squam range. It would take a book to catalogue his adventures. He is now head of the Boston Museum of Science.

Another was so-called "Jack" Mead, properly known as George. Jack was building things from his small boyhood and he wished to do his duty by his country when the First World War came. He was turned down on account of his eyes, but he went to McCook Field at Dayton, Ohio, (now Wright Field) to work on airplanes, which was the beginning of his immense service to aviation in America. He headed the great Pratt-Whitney Aircraft Company in Hartford, Connecticut, during World War II and used occasionally to take a few hours off to fly up here in an Aquaplane to have lunch and a swim with his wife and children, and be back in Hartford in time to finish out a working day. Our latest notable is Alan Shepard, Astronaut, a descendant of our own Shepards.

The catalogue of notable, brilliant and delightful people who have come to Holderness in all these many years would fill books, and I can only beg the pardon of those people who probably, quite rightly, feel that something should have been said about them or members of their family. For further information I would refer them to Dean George Hodges' book, "Holderness," published in 1907, and to "A Story of Squam Lake" by the Reverend Theodore C. Speers, privately printed, and to Sargent's "Handbook of Summer Camps," 1925 edition, and also to local historical societies, as well as the Historical Museum in Ashland.

SUGGESTED SHORT TOURS IN HOLDERNESS

Start at east end of Plymouth-Holderness Bridge, observe classic example of watercut ancient river banks, go east to route 175, turn left, go for about two and one-half miles to dirt road on left to Livermore Falls. These can be seen by foot passengers from dis-used iron bridge, now closed to traffic.

Return to junction with road from Plymouth, turn in to the grounds of Holderness School for Boys, site of Judge Samuel Livermore's large house, first home of the school, which burned about 70 years ago. The Coat of Arms of the Earl of Holderness is over the door of the main building. Continue on through the school grounds back to route 175 passing on the left, the large first graveyard and "Old Trinity" church, a small white building, built in 1797. A little further on, again on the left, stands a large, handsome brick house, built by Captain Russell Cox in 1828. About a quarter-mile beyond at a fork in the road, at a road sign for Ashland, turn right on the "river-road" past several small recent houses; at the foot of the hill there is a handsome brick farmhouse, the ell is the oldest part, built about 1780. Continue on this road some distance to another vine-covered brick house in a large garden, on the left, built about 1820.

Continue to junction with route 3, turn left to Ashland. Notice the fine spire of the Baptist church as you approach the town. There is a large graveyard on the right and next are a baseball field and playground. Just beyond these, set far back from the road, close together, are three of the very early, if not the first houses in the town. Take the first road to the right, then the first left, Hill St., pass the Catholic church and look to the right for a pair of brick, Greek-Revival type, houses, said to have been built for twin brothers. They were exactly alike inside and out, until later owners altered them. Opposite them is a fine, white Cape Cod type house, old, but of uncertain date. Just beyond the brick houses, facing each other across the end of Hill St. are two pleasant white houses, a Cape Cod type on the south side, built about 1820, on the north side a Cottage Gothic house, built 'round

1845. End of Hill St. Turn north into Pleasant St. and look to the left, on the corner a small, very old, wooden house, next on the same side set farther back, a remarkably handsome old brick house, built by a Whipple, about 1830. Next is another, old white house with an unusually tall central chimney, built by John Cotton. Beyond the Cotton house is the Baptist church, which seems to be faced toward Pleasant St., though its present main entrance is from the side, on Main Street (which is also a section of route 3).

From Pleasant St. turn right onto route 3, go around corner and turn sharp left onto Highland St. As you go up the hill the barn on the left, now owned by Mr. F. H. Brock, was the first bank building. Continue up the hill, the house now occupied by Mr. Lawson Glidden (much altered by various owners) was Reuben Whitten's house, the man who shared out his crop in the terrible "1816-and-starve-to-death" year, which earned this hill the name of "Christian Hill." Whitten is buried in the Clough cemetery, near the top of the hill at the right; walk in at the orange sign.

Returning to the center of Ashland, there are several fine old houses in the lower part of the town, some of wood, some of brick; there are one or two on Thompson St., which goes north up the hill from Monument Square on Main St.

Return to route 3, go toward Holderness about a mile to junction with Owl Brook road on left, follow this to end, turn right. At the corner is the house built by Samuel Shepard, sometime in the 1770's. He was the first town clerk and town meeting was held here from 1785 until the town hall was built in 1820. The house is now owned by Captain Peder Myre. There are two old cemeteries, to the north along this road, but the town no longer maintains all of it so it is best to walk to the furthest one.

Return to route 3, about a mile further north look for the Holderness town hall, built about 1820. About half a mile further, on the left, is a white house marked "Town Clerk" built by John Jewell, about 1830.

At junction of route 3 and 113, turn left onto 113, follow this road for about one mile to the entrance to an abandoned, very steep road on the left which leads to the site of some fallen-in farmhouses, once belonging to the Willoughby family; there are two old graveyards up there, only accessible by walking, distance about one mile each way. Return to 113, continue for about three-quarters of a mile to driveway on left, between stone posts with a sign saying "Red House;" this is Hercules Mooney's house, added to and modernized. There were a number of other old houses along this road, but several have burned down and the others are too far back from the road to be easily seen. Two miles beyond the Mooney driveway, not visible from the road, on the right, in the angle formed by the "Rockywold-Deephaven Camps" entrance and 113, is the old Felch cemetery; half a mile further, on the left, is another old cemetery now much neglected.

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Returning to Holderness bridge, follow route 3 east a short way to the junction with the Shepard's Hill road, take this straight up the hill, past St. Peter's in the Mountains, at a junction of roads, turn right for views of several old houses, mostly built by Cox and Piper families from 1765 on. There is an old Piper graveyard near the southwest corner of White Oak pond. An old Piper house stands on the left, overlooking the pond, records indicate it was built about 1812. About a mile beyond, on the right, is a white farmhouse, built by another Cox about 1830. Continue on up a steep hill near the top of which, on the right, is a handsome brick house, also a Cox one. (Small wonder this part of town is known as Coxboro.) Go on over the hill to the junction with the road around White Oak pond. There is another cemetery, beyond this junction. Return to the junction; an old house of the Bean family is at this turn, overlooking Hawkins pond. Go on along the left hand road, off in the fields to the left (north), look for two more graveyards, about a quarter mile apart. Follow the road to route 3; at this intersection is the now disused East Holderness Baptist meeting house with a small cemetery near by.

Turn left on route 3, toward the west. On the right is the old East Holderness red schoolhouse, about a mile further, also on the right, a farmhouse built by one of the many Pipers in 1830. Half a mile further, on the left is the site of the squared-white-oak-timber block-house-fort, no traces remain. Beyond this take road to the left up a steep hill, past an old Piper farm on the right. A Shepard farmhouse is further up on the left. At the steepest part of the hill, on the right, is the old Severance farm. At the top of the hill, turn right up a private road for the view of the lake from under the Whittier Pines, just to the right and beyond the disused tennis court.

Return to main road, turn right down hill to the bridge. An old house of the Perkins Family is on the right, the other houses are of fairly recent dates.

Return to Holderness bridge, the east cemetery and site of the burned down church are in the angle formed by the intersection of routes 3 and 113.

Continue on route 3 one mile to route 175, follow this to Hardhack Corners, turn right past very old white house (very small), turn right again, along Owl Brook Valley; a little further on, on the left, there is an old school house now made over into a dwelling house. Still further on also on the left, is the North Holderness Baptist Meetinghouse, still in use, built about 1840. Further on along a stretch of about two miles are several old houses, the last and largest a Greenleaf farm, still a busy place.

A short distance further the road crosses into Campton township and continues to Campton Hollow, turn left here to just beyond Durgin brook, turn left up Pulsifer hill and follow a very winding road around the slopes of Mount Prospect. There are several pleasant old houses and farms on this road, which ends in the Owl Brook road, turn right to get back to Hardhack Corners on route 175; turn right for Plymouth or left for Holderness village.

Compiled by Margaret A. Howe and
Susan Bacon Keith

Livermore Falls

Hundred Acre Lots

